

EXECUTIVE SUMMARY

The Anacostia Historic District and surrounding neighborhoods are experiencing new investments that will significantly expand the residential and commercial activities. DDOT recognizes the need for a multi-modal transportation design and management plan that will focus on preserving, strengthening, and creating a vibrant and diversified residential and commercial neighborhood, while preserving the efficient movement of all modes of transportation. The purpose of this study is to identify short-term, mid-term, and long-term options to create gateways, improve traffic, parking, aesthetics, transit, pedestrian, and bicycle accessibility for existing and projected conditions, while promoting the historic nature of the area. The study goal is to create an inviting public realm in Anacostia by:

- Supporting diverse use of activities
- Enhancing the Streetscape
- Balancing vehicular and non-vehicular movements
- Managing current and projected parking needs
- Improving the use of transit services and amenities

The limits of the study area are bounded by Martin Luther King, Jr. Avenue, Good Hope Road, Morris Road, Bangor Street, and 16th Street. This encompasses most of the Anacostia Historic District, including the Frederick Douglass National Historic Site.

The study recommends both a balanced physical design and management strategies that encourage the efficient and safe movement of all users while achieving the following objectives:

- Reinforce and/or define the sense of place and uniqueness of the Anacostia Gateway and Community;
- Recognize the role of the roadways, transit linkages, bike routes and pedestrian pathways within the study area as an integral component in the overall city and regional transportation systems
- Maintain or improve the function and efficiency of each component as a part of the overall transportation system;
- Investigate and balance safe and efficient pedestrian, bicycle, transit, and auto movement through and within the study area;
- Establish an understanding of the parking needs for both new and existing retail and residential uses and;
- Explicitly encourage the use of transit

The Anacostia Gateway Corridors, along Good Hope Road and Martin Luther King, Jr. Avenue, are experiencing new development, including a new Anacostia Economic Development Center (AEDC) and a future Government Center. These facilities will provide mixed-use, office and retail functions. In addition, there are other public initiatives within the area. A light rail demonstration project is proposed near historic Anacostia along the existing CSX rail lines and with a station near Good Hope Road. Construction is

scheduled to begin in 2004. Other projects include the Anacostia Waterfront Initiative (AWI) Riverwalk and Trail, Poplar Point Study, the Anacostia Transit Area and Strategic Investment Plan, South Capital Street Study, Middle Anacostia Crossings Study, and the Memorials and Museums Master Plan.

Existing traffic and operation analysis efforts were completed for the study area and consisted of traffic counts, queue analysis, level of service (LOS) analysis, speed studies and origin/destination studies. All intersections operated at LOS D or better except for the intersection of Good Hope Road/Martin Luther King, Jr. Avenue (LOS F during PM peak hour) and the intersection of Martin Luther King, Jr. Avenue/W Street (LOS F during the AM peak hour).

A parking study showed that the existing parking demand exceeds the number of legally available parking spaces. Many streets are reaching or exceeding 100% utilization with double parking blocking travel lanes. The need for additional parking has been documented on Martin Luther King, Jr. Avenue, Good Hope Road, W Street, V Street, and 14th Street.

The largest pedestrian volumes were along Good Hope Road and Martin Luther King, Jr. Avenue. Sidewalks, crosswalks and ADA ramps are provided throughout the majority of Anacostia. Martin Luther King, Jr. Avenue underwent a streetscape project approximately 10 years ago, upgrading the streetscape elements to include brick sidewalks, brick crosswalks, street trees, and tree grates. The remainder of the project area has mostly concrete sidewalks and striped crosswalks. On-road bicycle facilities exist along Martin Luther King, Jr. Avenue, Good Hope Road, 13th Street, Pleasant Street, Chicago Street and Morris Road. Most of the 33 MetroBus stops within the study area are highly utilized. Many of the bus stops are eligible for upgraded amenities based on WMATA criteria

Improvement options were developed from the data collection, analysis, field observations, and input from both the community and partnering agencies. The streetscape improvements are based on another document, the Anacostia Gateway Streetscape Guidelines, and currently under review by DDOT.

The Anacostia Gateway Streetscape Guidelines are proposed to include the Historic District and the adjacent roadway corridors. These guidelines are specific to the Anacostia Gateway Transportation Study area and reference the following two sources:

- Anacostia Town Center Improvement Study and Design Guidelines (September 2001)
- District of Columbia Downtown Streetscape Guidelines (August 2000)

The streetscape guidelines, once approved by DDOT and the Historic Preservation Office (HPO), will help to direct future streetscape and associated development plans within the public realm to maintain the neighborhood identity and promoting the movement of pedestrians and bicycles. These guidelines have been used as the basis for establishing short-term, mid-term,

and long-term improvements. Improvement options fit into one of the following nine categories:

- Neighborhood Beautification/Aesthetics
- Community Attractions/Wayfinding Improvements
- Neighborhood for Pedestrians and Bicyclists
- Neighborhood Mobility for Vehicles
- Traffic Calming
- Transit
- Parking Management
- Utilities
- Traffic Operations

Short-term options are defined as any improvement that may be completed within 12 months. These improvements focus on low-cost safety and operational needs within the study area. Some of the options under short-term include the placement of street trees, striping of crosswalks, enforcement for parking restrictions, and upgrading various transit stop amenities.

Mid-term options are defined by both timeframe and location within the study area. These options have been proposed to tie in with any work that occurs in the following areas of Anacostia as a result of the D.C. Water and Sewer Authority (WASA) Sewer Separation Project, the W Street water line replacement, and the proposed incoming developments (AEDC Building and Government Center):

- Good Hope Road, U Street, and V Street: From Martin Luther King, Jr. Avenue to 13th Street
- Martin Luther King, Jr. Avenue and 13th Street: From Good Hope Road to W Street
- W Street: From western limit of W Street to 13th Street

Mid-term improvements are recommended after the completion of the short-term options; establishing the timeframe between one year from now and 10 years. Coordination would be required with the overlapping projects and developments mentioned above. A few of the mid-term improvements include proposed parking lots, installation of red light running cameras, and gateway treatments.

The long-term options are defined as any improvement that may not initiate until 10 years after the completion of the study due to the magnitude of the required work effort, availability of funding, or the need to coordinate with projects outside of the study area. Some long-term improvement options include placing overhead utilities underground and converting Martin Luther King, Jr. Avenue to two-way directional flow.

The following charts summarize the short-term, mid-term, and long-term improvements for the study area.